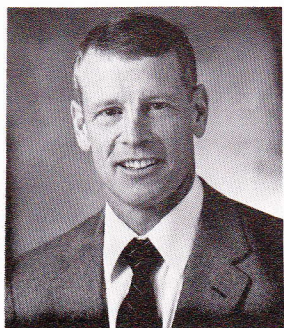


IDAHO AVIATION REPORT

VOLUME 35, NO. 4

WINTER 1989

CHIEF'S BRIEF



Bill Miller

Grant Program Funding

Many of Idaho's airports are below standard and need improvements. As reported to you in the summer edition of the Report, the Bureau held public meetings to discuss the status of our airports, their needed improvements, and options for funding the improvements.

Verbal and written comments from the meetings overwhelmingly supported a \$200,000 annual increase in the Bureau's airport grant program. See *Funding increase proposed for airport grant program* for details on the Bureau's proposal to increase the funding for airport grants.

See back page



This improvement at the Coeur d'Alene Airport demonstrates improvements made possible by the state's airport grant program.

FUNDING INCREASE PROPOSED FOR AIRPORT GRANT PROGRAM

Idaho's airports will need approximately \$65 million over the next 5 years to meet operational and safety standards. This finding is from the "Idaho Aviation System Plan," an inventory of Idaho airport conditions, development priorities, and costs.

Even though federal and state airport grants are available, they cannot cover all the costs. Specifically, the state grant program's share of airport development costs is estimated at \$1 million per year; however, it only has \$200,000 per year available for airport improvements. This grant program helps communities match federal grants, and splits the cost on nonfederal airport projects.

Ten public meetings were held around the state in September to discuss this airport funding issue. The consensus from the meetings was that an annual increase of \$200,000 for the State Grant Program is warranted, and that a fuel tax increase or a combination fuel tax and aircraft registration fee increase are the preferred means of providing the extra funds.

Based on this input, the Bureau proposes to: a) increase the aviation fuel tax by 1 cent per gallon (from 3½ cents to 4½ cents) and b) revise the aircraft registration formula from 2½ cents per pound *useful load*/\$100 maximum, to 1 cents per pound of *gross weight*/\$200 maximum.

See page 2

FUNDING INCREASE PROGRAM

From front page

The fuel tax proposal will generate nearly \$200,000 annually; the registration revision about \$15,000.

The rationale for basing the registration fee on gross weight instead of useful load is partly for revenue and partly to make the formula more simple and straightforward.

At the present time, fee calculations are difficult and imprecise because useful load varies depending on how each aircraft is configured. However, the gross weight figure is a fixed value and readily available. The additional \$200,000 per year would be dedicated exclusively to the state's airport grant program, and would provide a \$400,000 annual program.

We encourage you to support this proposal in the overall interest of promoting and upgrading aviation facilities throughout the state. Those of you who belong to aviation associations such as AOPA, EAA and IAA, are encouraged to let the leaders of those organizations know that you support this proposal for Idaho aviation.

For more information on the Aviation System Plan findings on Idaho airports, or on the Bureau's funding proposal, contact Wayne Pickerill or Bill Miller at (208) 334-8775.

Idaho

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AVIATION IS VALUABLE TO IDAHO'S ECONOMY

Two recently completed economic studies have attempted to measure the magnitude of the benefit of aviation in our state and national economy.

The first, published in June of this year by the nationally known consulting firm of Wilbur Smith Associates for the Partnership for Improved Air Travel (PIAT), found that:

- Aviation and related economic activity totaled \$522 billion. Greater than the gross national product of all but four nations: USA, USSR, Japan, and West Germany.
- Aviation and associated businesses employed 8 million people – 7.3 percent of the U.S. civilian workforce – who earned \$155 billion.
- Aviation contributed \$254 billion, or 5.6 percent, to the U.S. Gross National Product.

PIAT also listed economic benefits by states, with estimates for Idaho shown in the table "Aviation's Benefit in the Idaho Economy."

The second economic benefit study, conducted by Marjorie Hanley and Associates as a part of our Idaho Aviation System Plan, resulted in much larger economic benefits. The System Plan used 1986 data; the PIAT study used 1987.

AVIATION'S BENEFIT IN THE IDAHO ECONOMY

	Economic Activity	Payroll	Jobs
System Plan Study:			
Civilian . . .	\$2,704,100,000	\$770,700,000	48,585
Military . . .	\$ 386,100,000	\$151,200,000	7,515
Total	\$3,090,200,000	\$921,900,000	56,100
PIAT Study . .	\$ 734,500,000	\$249,500,000	17,069

The large difference in the results from the two studies can be explained by two factors. First, the PIAT study did not include military aviation's impact. Second, and the largest difference, was the System Plan study's question regarding the effects if airports were to close.

General businesses, travel agencies, and hotels/motels were asked to estimate the effect on their business volume in Idaho if the airports were not here. Responses ranged from "no difference" to "we would have located elsewhere."

As you can see, the estimated impact on our economy would be in the range of \$2 billion including loss of over 31,000 jobs and \$500 million payroll annually. No matter which study you use, the bottom line is — Aviation is big business for Idaho!

BE PREPARED TO DEFEAT ICING

As many old sayings go, "There are those who have . . . , and those who are going to . . ." For the purposes of this article, the issue is ice accumulation and your aircraft.

If you only intend to fly on good VMC days, you may think you can ignore cautions about ice altogether. Maybe you can, but consider this; ice in flight occurs in two forms: structural and induction system.

That should tell you that you may experience icing when and where you least expect it. For example, carburetor ice may occur at ambient temperatures above 85° F.

If you're an instrument rated pilot, you've probably been in conditions where all the indicators tell you ice should be forming on the airframe, but you don't pick up a trace. Be prepared, your day is coming.

All of us have heard stories about or been in conditions where aircraft flying in the same area at the same time have experienced totally different icing situations, from heavy to none at all.

Remember, ice is where you find it. The important point to emphasize is that you must be prepared to defeat it. Reverse course, climb or descend; do whatever you have to in order to rescue your aircraft from what can become an unsurvivable event.

AIRSTRIP ON SALMON RIVER?

For years Idaho flyers have been without a public airstrip on the main Salmon River. Several private strips exist, but none of them offers full public access.

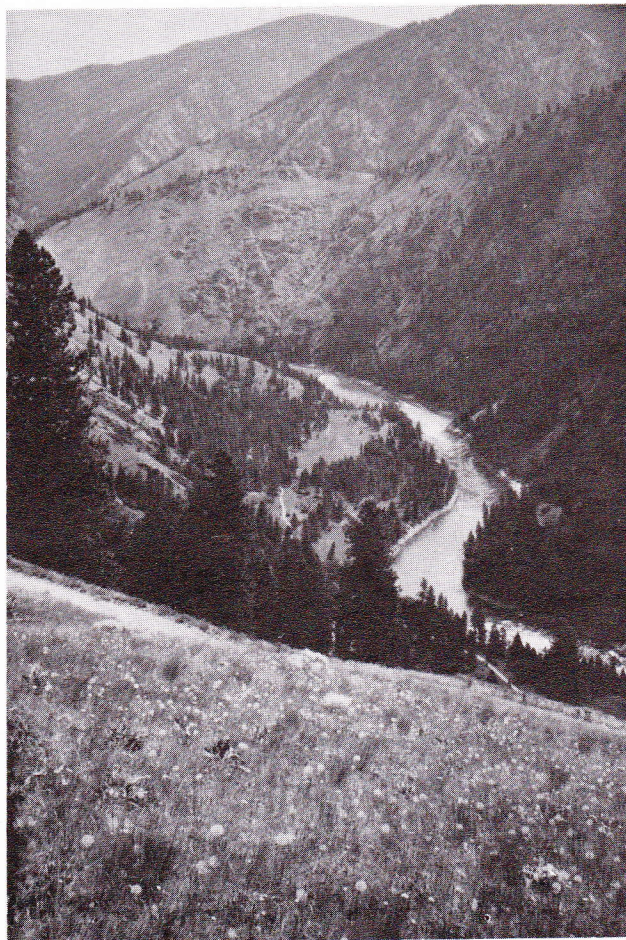
A number of flyers have been interested in an old Salmon River landing site known as Wilson Bar, or Jackson Bar. This strip is about 2½ miles up the Salmon from where the South Fork joins. The strip is only 1490' long, with a fairly good approach landing southwest, and at an elevation of 2,250'.

With a minimum of development, the site could become suitable for qualified mountain pilots flying high performance single engine aircraft.

The Bureau of Aeronautics has been asked to secure a permit from the U.S. Forest Service to develop and operate the airstrip. To operate the strip, the Bureau must address these points:

- the strip's sub-standard dimensions
- the costs to develop and maintain the strip
- use limited to pilots with proper skills and equipment
- traffic conflict with nearby Mackay Bar

Your opinion is important on this Idaho aviation issue. We'd like to know if you would like such air access to Idaho's Main Salmon River. Tell us using the opinion form enclosed. The back side is addressed — just add a 25 cent stamp and send!



Many flyers have expressed interest in a public airstrip on the Salmon River.

BEWARE OF CON MEN WHO OFFER DEALS

Beware of low-flying individuals offering to secure aircraft financing for you. In a recent complaint, such an individual accepted several thousand dollars of a buyer's money and then left town with no services delivered nor return of the cash.

In another instance with the same front organization, a dissatisfied aircraft buyer filed a complaint with the state Attorney General's Office.

Do not conduct business with anyone whose background or credentials you cannot verify. If you encounter such an individual or otherwise suspect such foul play, contact the Consumer Protection Division of the Idaho Attorney General's office, 334-2424 or the Bureau of Aeronautics at 334-8775.

MOGAS USERS GET REFUNDS

Most Idaho Pilots buying MOGAS for their aircraft pay 18 cents per gallon road tax, yet are entitled to a fourteen and one-half cents per gallon refund.

Are you getting your refund? You should, for two reasons. First, when you apply for the refund the State Tax Commission transfers 3½ cents of your 18 cents per gallon tax to the Aeronautics account. Second, and most important, you may get a sizeable refund!

For example, let's say you use auto fuel in your classic XYZ taildragger which you fly about 50 hours per year. Since your XYZ burns 6 gallons per hour, that's 300 gallons per year, right?

Okay, now multiply 14½ cents times 300 gallons and you get \$43.50 (enough for 6-7 hours of fuel!!). Also, the state Aeronautics account would get \$10.50.

If you don't apply, the 18 cent tax you paid goes to the highway account rather than to you and to Aeronautics programs. So, get your Form 76 from the State Tax Commission (P.O. Box 56, Boise, Idaho 83756) or the Bureau of Aeronautics. To qualify for a rebate you must have used fifty gallons or more during a calendar year. Also, you will need all original purchase receipts.

Finally, my friend who sells and uses MOGAS advises all users to make sure the pump has a good filter. Don't take a chance with unfiltered fuel! Also ensure that the fuel meets specifications for your STC, and contains no alcohol; see Spring 1989 Aviation Report.

FAA PROPOSES RECLASSIFICATION OF AIRSPACE

The FAA has issued a Notice of Proposed Rulemaking (NPRM) concerning changes to regulations and procedures dealing with airspace classification.

The changes are intended to accomplish several objectives. They will simplify airspace designations, and achieve commonality with international airspace designations.

The proposal will also result in increased standardization of equipment required to operate in certain airspace, and will coordinate and clarify VFR visibility and distance criteria with air traffic services in each proposed class of airspace.

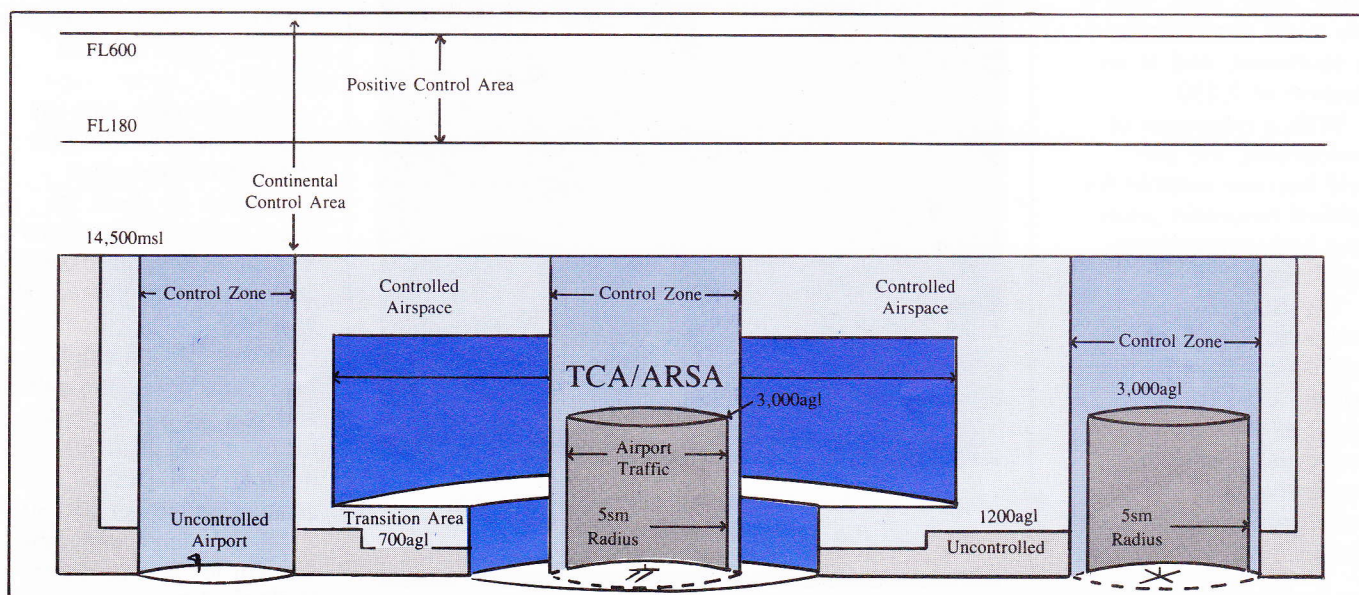
The November AOPA Pilot magazine provides a condensed version of the information contained in the NPRM, which was published in the Federal Register,

Volume 54, No. 200, dated Oct. 16, 1989.

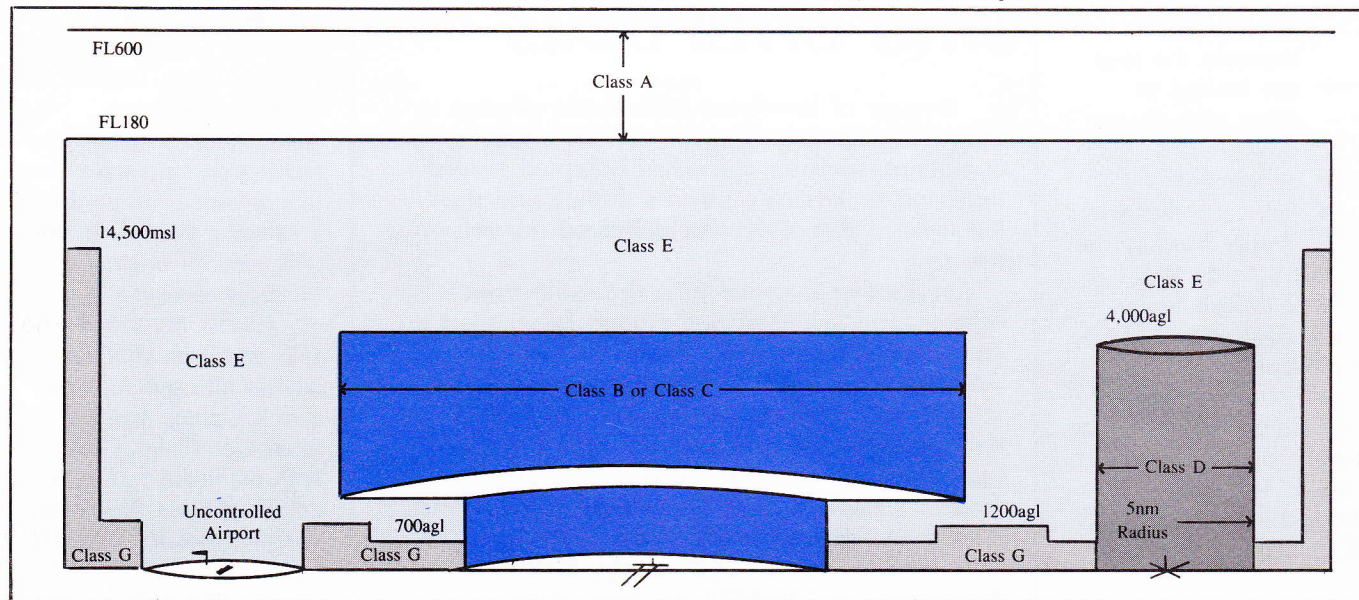
The diagrams accompanying this article are reprinted courtesy of AOPA. The Bureau will evaluate the changes identified in this NPRM for appropriate comment. We encourage you to look at the proposal and let us know how you think it may affect you.

You can obtain a copy of NPRM 89-28 by contacting the FAA Office of Public Affairs, Public Inquiry Center, APA-200, 800 Independence Ave., S.W., Washington, D.C. 20591.

The deadline for comments to be received is April 18, 1990. Send replies in duplicate to: FAA, Office of Chief Counsel, Attn: Rules Docket (AGC-204), Docket No. 24456, 800 Independence Ave., S.W. Washington, D.C. 20591.



The existing airspace system (above) is defined by a confusing array of initials and variables in dimensions. Under a reclassification program (below), the FAA proposes to simplify the system through letter designations and standardization of boundaries. For instance, ATAs would be modified and those under TCAs or ARSAs would not be charted. Control zones would be folded into surrounding controlled airspace.



HENRY'S LAKE CEREMONY IS IMPORTANT

As most of you know, we have several programs and projects that depend on the efforts of aviators who are willing to volunteer their resources to get things done.

One of our annual fall events is the ceremony at Henry's Lake airstrip to take down the fence around the runway.

While this may not have the same dramatic impact as the ceremony to extinguish the Olympic flame after the Games, the job is important just the same.

This year, Cathy and Bruce Pusey, their children Melissa age 10, and Johnathan 7, and Lauri and Bud Isenhardt did the honors for us. They spent most of Saturday, September 23rd, in the great outdoors, dismantling the fence so the deer and antelope could once again play.

Their willingness to undertake and accomplish this task is of real value to all of us. It saves the Bureau a good deal of money that can be directed to other projects each time someone provides that kind of assistance. Thanks!

-John Maakestad

OPEN HOUSE AT THE BUREAU

The Idaho Aviation Association will sponsor an open house for its members and the public, at the Bureau's facility in Boise, on January 27, 1990. Doors will be open from 0900-1200 and refreshments will be served.



SANDPOINT VOLUNTEERS PAINT AIRPORT AND THEN THE TOWN

In another demonstration of volunteers joining forces to make things happen for aviation in Idaho, we are pleased to report on recent activities at the Sandpoint Airport.

On Friday, September 8th, a work party made up of members of the Intermountain Chapter of the 99s, and local pilots set out to dress up the new airstrip at the Sandpoint Airport.

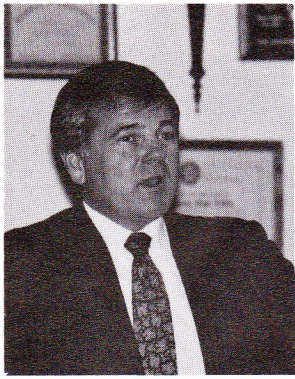
The 99s had the go-ahead to paint the name in 20 foot high letters, Unicom frequency, airport elevation and to add a 60 foot compass rose. The layout on Friday took them five hours to accomplish.

On Saturday, Murphy's Law took effect. The plan to get the painting done went afoul due to the non-arrival of the required paint. The 99s seized the moment however, and held their monthly meeting, then fed everyone a chili bean lunch.

Finally, on Tuesday, the paint was available and the call went out to all the worker bees. Thanks to the donation of a paint sprayer by the City of Sandpoint, plus some manpower to operate the equipment, the effort continued on to completion. The last roller and pan were cleaned up at 7 p.m., so it was a long day spent for a worthy cause.

We owe a debt of gratitude to Bob Doty, Betty and Bill Bailey, Barbara Mayfield, Anne and Vearl Lack, Al Chivers, Don LaMoreaux, Lloyd Press, Clay Napier, Bob Copeland, Janet Long and Anna and Don McConnell for their support. They did a great job that really makes the Sandpoint Airport stand out.

*-Betty Bailey and
Anne Lack*



Gary Vest, Deputy Secretary of the Air Force, addressed the Saylor Creek issue at a press conference.

AERO BUREAU TO KEEP YOU INFORMED ON SAYLOR CREEK BOMB RANGE PROPOSALS

The following information will provide a summary of actions and events to date in the ongoing saga of the Air Force proposal to expand the Saylor Creek Bombing Range.

For any of you who may have been out of the loop for the past few months, the plan is to enlarge the current restricted airspace from an area overhead approximately 102,000 acres to cover 1.5 million acres.

The public's response to the proposal has been forthcoming. Specific concerns to aviators include:

- Impact on Grasmere and Murphy Hot Springs airstrips.
- Effect on direct flight between Boise and Elko.
- Routing to/from Magic Valley airports to points in Nevada, California and Oregon.
- Recreational flight operations in the Bruneau and Owyhee river canyon areas.
- Local rancher range survey flights.

The Air Force has responded to the public concerns by indicating a willingness to slow the process and allow more public comment. Mr. Gary Vest, Deputy Assistant Secretary of the Air Force, said in a press conference in Mountain Home, that the Air Force would evaluate alternatives to the proposal.

He also stated that the Air Force was aware of the concerns of non-military airspace users, and would include a representative from that sector in a group formed to review and comment on the proposal.

Other organizations such as Aircraft Owners and Pilots Association, Experimental Aircraft Association, and the Idaho Aviation Association are urging their members to comment on the proposal.

The Bureau intends to perform in the role of information broker to both the flying public and the Air Force. We encourage you to send us your comments regarding the Saylor Creek proposal which we will ensure are presented to the Air Force.

The general aviation community's best interest in this matter can only be served by achieving clear and open dialogue. Use the address or telephone number listed in this newsletter on page 2 to let us know how you feel about this proposal.

-John Maakestad

ASSOCIATION CONTINUES GROWTH

The Idaho Aviation Association is continuing to build its membership. Some areas have done a superb job in organizing local groups and other areas are working very hard to create activity in their locales.

Some members have expressed the idea that they don't have time or energy to give to a group effort but want to be members of an organization that will help keep them informed of issues. There must be a place in our organization for these members also. We welcome all people who want to see aviation prosper in the State of Idaho.

Some very active members who have been doing an excellent job in organizing are Bruce Parker, Boise, Al Chivers, in Northern Idaho, and Al Gliege in Pocatello. Paul LaBeck, in St. Anthony is working to plan a meeting in Salmon, Idaho with JoAnn Wolters. Paul and Sharon Laird are also working to form an Idaho Falls organization.

There are locally important issues that need to be raised. The only way this geographically diverse state can learn about these issues is for the local people to spotlight them. This is an excellent reason to hold an organizing meeting and learn about the problems that affect a particular locale.

It usually isn't very long before the problems effect the state as a whole, so it is important for the solutions to be explored by everyone.

Caldwell, Idaho IAA member Carolyn Martell set up a meeting of local pilots with Lt. Col. Carl Newman, an F-111 Unit Commander from Mountain Home AFB.

This was an excellent meeting of minds and a great deal of benefits accrued from this encounter. The local pilots learned a great deal about the plans and procedures of the military, and the military learned about our problems.

We left the meeting with an enthusiastic feeling that we can all work together to solve our problems over airspace use.

The day at Caldwell ended with a tour of the "World War II Museum." This is an excellent collection of WW II memorabilia that grew out of a private collection. Susan Paul gave us a guided tour.

There is a potential here in Idaho for a really first-class museum. You can deduct any donation from your income tax, as this is a 501-c-3 tax-deductible institution. (IRS Code). Don't forget, they will probably take aircraft also.

It was an interesting and educational way to spend a rainy Saturday. Next spring the IAA will sponsor another day at Caldwell Airport. Plan to attend, we'll plan on the rain.

-Anita Lewis, President IAA

A WINTER WEATHER REMINDER FOR PILOTS

Most aircraft accidents related to low ceilings and visibilities involve pilots who are not instrument qualified. These pilots attempt flight by visual reference into weather that is suitable at best only for instrument flight.

When you lose sight of the visual horizon, your senses deceive you; you lose sense of direction – you can't tell up from down. You may doubt that you will lose your sense of direction, but one good scare has changed the thinking of many a pilot . . . you may be dead wrong.

"Continued VFR into adverse weather" is the cause of about 25 percent of all fatal general aviation accidents. Don't let yourself be caught in the statistics of "continued VFR into adverse weather." IFR producers are fog, low clouds, haze, smoke, blowing obstructions to vision, and precipitation. Fog and low stratus restrict navigation by visual reference more often than all other weather parameters.

Here in Idaho, we can develop extensive areas of low stratus clouds and/or fog during the months of November, December, January and February. But . . . even patchy areas of fog can be a hazard if it is at your airport and you need to land.

Did you know that the absence of fog in an aviation terminal forecast only means that the probability of fog does not exceed 50 percent . . . the chance of fog could range anywhere from 0 to 50 percent.

Thus, a prudent pilot would make sure to get a complete weather briefing and not just ask if any fog is forecast in the "FT" for the airport of concern.

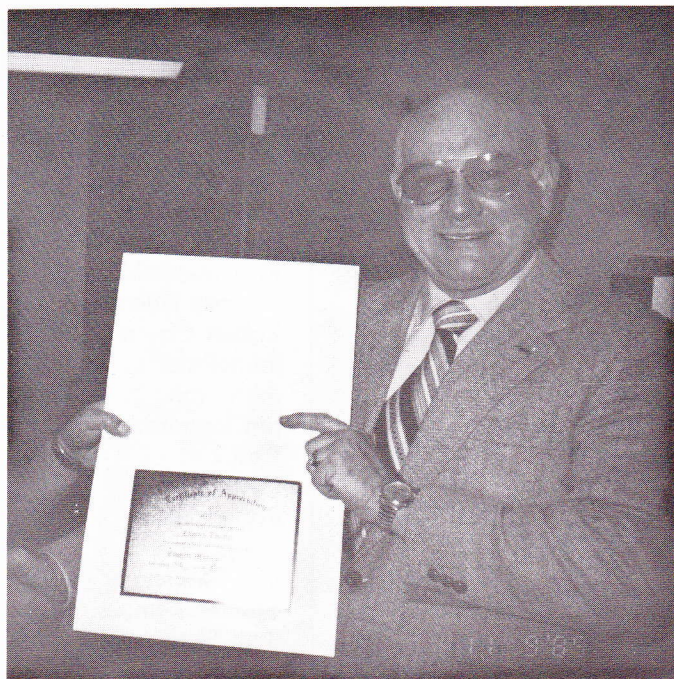
This winter, be a prudent pilot and request any additional information that you may need (during your weather briefings) to make an intelligent and safe decision about the weather.

Do you remember how to use the dew-point rule of thumb? Now might be a good time to dust off some of those old aviation books and do a little reviewing of the winter weather chapters. – p.s. please! please! please!

Give us more PIREPS . . . especially of the top of fog and smoke layers — as well as cloud bases and tops, etc.

—Maux Barnes

Boise Office of the National Weather Service



Jay Morris

JAY MORRIS — A COMMUNITY ASSET

Morris Flying Service of Emmett is located at the Municipal Airport in Emmett, Idaho — Jay Morris, the owner, began his flying career while still in high school in Kansas as a member of the Air Scouts. Since that early beginning, Jay has continued to fly as a corporate pilot and flight instructor until 1964, when he and his wife Judy started Morris Flying Service on a part-time basis.

The business grew from a part-time operation to full-time by 1974. Jay began aerial applications in 1974 and incorporated this operation into his FBO in 1976.

The business currently consists of a maintenance shop, flight instruction, ground school, aircraft rentals, fuel sales, and aerial application.

Jay has been an avid supporter of aviation safety and serves as a volunteer search and rescue coordinator.

He is currently serving as President of the Idaho Agricultural Aviation Association, and is a charter member and supporter of the Idaho Aviation Association.

Jay is also the manager of the Emmett Airport and has worked long hours to improve the airport facilities.

Jay recently donated his aircraft and time to help fly a handicapped group into Chamberlain Basin for a picnic and wagon tour of the area.

Thanks to efforts and dedicated involvement of people like Jay Morris, our communities and aviation interests are well served.

CHIEF'S BRIEF

From front page

Economic Benefits of Aviation

Two separate economic benefit studies show the tremendous economic and employment effects of aviation in Idaho. These studies are particularly timely, because many communities are presently struggling to muster local support for airport repairs and improvements. Even the most conservative of the economic benefit studies shows that it would be economically unwise to abandon our airports. I urge each of you to make these benefits known to the decision-makers in your area, and urge them to continue to maintain or upgrade their airports. See *Aviation is valuable to Idaho's economy.*

Salmon River Airstrip

Idaho's showcase of the wilderness and wild rivers is the main Salmon River. For years aviators and the state aviation office have sought air access to this historic and beautiful part of Idaho.

The issue is once again alive, and many pilots and organizations have begun in earnest to seek a solution. A possible airstrip site exists, and you can express your opinion on the Salmon River air access issue, see *Airstrip on Salmon River?*

Bill

NEW PILOTS AND RATINGS

Name	Date	Rating	CFI
Briana Jessen	08-17-89	Private	Gene Nora Jessen
Sandra Templeton	10-16-89	Multi-engine	Dick King
Rick Maxfield	10-31-89	Multi-engine	Dick King
Thomas Hitchman	10-01-89	Private	Anita Lewis
Robert Clayton	06-24-89	S.E. Seaplane	Linn Hower
John Ritter	08-26-89	S.E. Seaplane	Linn Hower
John Hoff	10-30-89	S.E. Seaplane	Linn Hower
Jim Jorgenson	10-30-89	S.E. Seaplane	Linn Hower
Paul LaBeck	10-30-89	S.E. Seaplane	Linn Hower
Herb Sohn	09-12-88	S.E. Seaplane	Linn Hower
Robert Hoff	09-21-88	S.E. Seaplane	Linn Hower
Lewis Hart	09-24-88	S.E. Seaplane	Linn Hower
Leif Isaacson	09-26-88	S.E. Seaplane	Linn Hower
Charles Kemper	10-08-88	S.E. Seaplane	Linn Hower
Beth Shannon	09-29-89	Private	Steve Bower
Rick Mansfield	08-12-89	Commercial	Steve Bower
Greg Suttner	10-29-89	Private	Marty Farmer
Bill Hackett	09-19-89	Private	Melvin Wagoner
Sherrie Aslett	10-09-89	Private	Melvin Wagoner
Ray Galliher	10-17-89	Instrument	Melvin Wagoner
Chuck Garrison	10-04-89	Instrument	Melvin Wagoner
Greg Vickerman	09-19-89	Private	Dave Savage
Jeff Steiglitz	10-19-89	Multi-Inst.	Al Gleige, Sr.
Mark Wiars	10-07-89	Private	Robert Roberts

HAPPY HOLIDAYS

Another year has just about logged out and all of us here at the Bureau of Aeronautics want to extend our best wishes to all of you for an enjoyable and safe Holiday Season!

We hope your new year is filled with clear skies, smooth air and tailwinds each time you strap on your aircraft to "slip the surly bonds."

We appreciate the contributions all of you have made to help support Idaho aviation programs over this past year.

—Bill and Staff



Idaho Bureau of Aeronautics
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